

So WHAT HAPPENS NEXT?

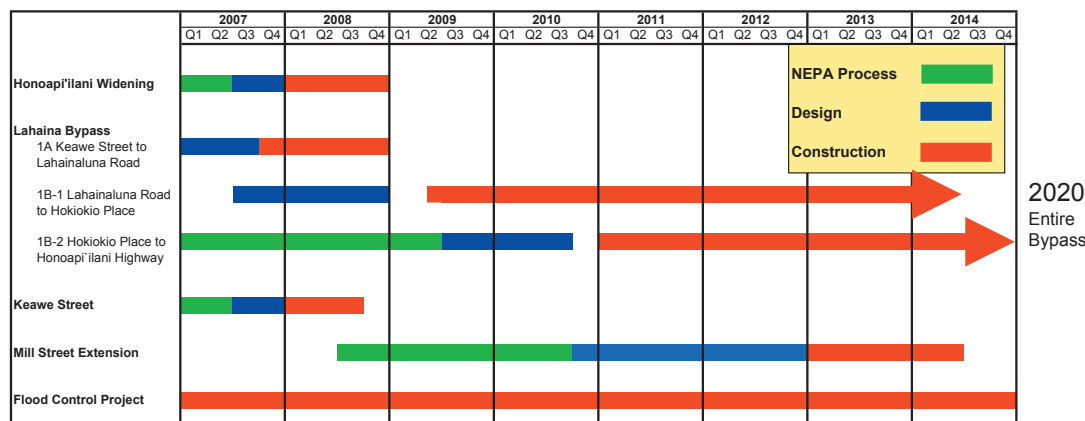
Many great ideas for great streets were generated during the Lahaina Transportation Design Workshop. Now we need to see these concepts carried through in implementation of the projects.

If federal funds are used, four components need to be completed for each project to become a reality - a NEPA process, design, funding and construction.

The NEPA process involves assessing impacts a project will have on the community -including noise, safety and additional traffic. During development of an EA or EIS, public workshops and meetings are held for the public to learn more about a project and voice their concerns about potential impacts. The design component transforms the initial plans and concerns from the EA/EIS into detailed implementation plans and blueprints to be built during construction. Funding from various sources is needed to complete each component as a project moves forward.

Infrastructure projects proposed in and around Lahaina are anticipated to be implemented in the following order, based upon their status as of time of the Design Workshop.

Estimated Project Timelines



1. Honoapi'ilani Highway

The Hawai'i DOT is currently in the EA process and is revising their initial project design to address public concerns with noise, traffic detours, bicycle and pedestrian facilities and landscaping.

Design Workshop participants agreed to the overall workshop consensus plan contingent upon addressing these public concerns related to the Honoapi'ilani Highway widening project.

Revised design plans are anticipated this spring to enable this project to move forward on an expedited schedule. If the construction funding application for 2008 is successful, this will likely be the first of the projects to be completed.

2. Bypass Phase 1A

The EIS and Supplemental EIS for this project were completed and a design-build contract was awarded in January 2007, with construction to be completed within 750 days.

The Maui County project to extend Keawe Street needs to be accelerated so that it can be completed simultaneously with Phase 1A for this initial Bypass project to provide congestion relief to Lahainaluna Road.

3. Flood Control Project

An EIS was completed in 2003 and bids have been received for the initial phases of construction beginning makai at the channel outlet, but land acquisition and access issues need to be resolved before project implementation can begin.

4. Mill Street Extension

This project is still in an early concept stage, with site survey work to begin in 2007. Design has been funded by Intrawest and will be administered by Ka'anapali Development Corporation. An Environmental Assessment for Mill Street is anticipated to begin mid-2008, with the project expedited if private funding sources can continue to be used.

5. Bypass Phase 1B-1

The EIS for Phase 1B-1, from Lahainaluna Road to Hokiokio Place, was included with Phase 1A. A design consultant for Bypass Phase 1B-1 was selected in December 2006 and contract procurement is in progress. Design is expected to begin in summer 2007 and construction in early 2009.

LAHAINA BYPASS



How You Can Help

This event was sponsored by the citizens group Lahaina Bypass Now. To help support the plan's recommendations or learn more about the projects, please contact:

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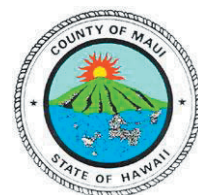


LAHAINA TRANSPORTATION DESIGN WORKSHOP

January 9-12
2007

Malu'uluolele
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Lahaina, Maui

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Dedicated to Solving Maui's Traffic Issues

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Dedicated to Solving Maui's Traffic Issues

WHAT WILL TRANSPORTATION in Lahaina look like in the future? In January 2007, more than 150 West Maui citizens participated in a four-day public planning workshop led by Lahaina Bypass Now and Charlier Associates to answer this question and accomplish the following goals:

- Examine solutions for traffic circulation and highway capacity needs in and around Lahaina.
- Coordinate multiple projects planned by the Hawai'i Department of Transportation, Maui County and private developers.
- Determine how Lahaina Town can retain its character and sense of place as new roadway construction projects move forward.

WHY ADDRESS THESE ISSUES?

As a vacation destination and home to many residents, Lahaina draws much of its value from its history, unique character and natural beauty. The Honoapi'ilani Highway serves as the community's current gateway, but is proposed to be widened into a four-lane highway for traffic congestion relief. A future four-lane Lahaina Bypass roadway is also planned.

The Lahaina Transportation Design Workshop provided an opportunity for the citizens of West Maui to work with the State of Hawai'i DOT, Maui County and others involved in the planning and design of upcoming projects to create streets that are in character with West Maui, add value to the area, and offer relief from current highway capacity

and traffic congestion problems. Workshop participants desire Maui to follow the lead of many states and localities nationally that are pursuing the development of "great streets" and "context sensitive design" approaches to roadway planning and design.

GREAT STREETS

- *Reflect local character*
- *Allow people to walk comfortably and safely*
- *Contribute to economic vitality*
- *Work for pedestrians, bicyclists, transit, and automobiles*
- *Provide mobility*
- *Create sense of place*
- *Are green*

The underlying idea of "great streets" is that public works agencies and state DOTs should not be building roads and streets in a way that subtracts from the value of abutting and nearby lands, nor reduces safety or quality of life for residents.

Workshop participants recognized that, as the Bypass and other road and street projects will be built in and around Lahaina, not all of the traffic through the region has to flow on any one roadway. There is opportunity to disperse traffic over several parallel roadways - including the Mill Street Extension, the new Bypass route and the Honoapi'ilani Highway.

As we looked at these roadway improvement projects in the Workshop, we worked to plan "great streets" that not only move traffic but also are in character with their environment, offer shade from tree-lined canopies, provide continuous sidewalks and safe pedestrian crossings, work for enhanced public transit service, and make it easier to make daily trips for those who live and work within Lahaina as well as those who commute through Lahaina.

THE WORKSHOP PROCESS

During the four-day workshop, community members, stakeholders, government staff and officials worked together to develop plans, designs and solutions to address these issues. The process promoted a high degree of citizen involvement, brought diverse interests and issues to the table, and resulted in a consensus plan that all parties supported in the final Friday night presentation.

This summary presents the highlights of the workshop recommendations. The Honoapi'ilani Highway widening project, Keawe Street extension, Lahaina Bypass construction, and Mill Street extension are all desired to move forward on expedited schedules to improve connectivity for emergency access and local circulation. All projects should include bicycle and pedestrian accommodation and incorporate native plant species in enhanced corridor landscaping. Creative public-private partnerships are sought to implement the concepts as outlined.

PROJECT RECOMMENDATIONS

KEAWE STREET EXTENSION

This project is a critical to the Lahaina Bypass Phase 1A, and needs to be completed by Maui County in conjunction with Hawai'i DOT opening of the Bypass. Modifications to the two-lane roadway, which will eventually be widened to a four-lane parkway, include the addition of bicycle and pedestrian accommodation, construction and planting of the median as part of initial project phasing, and a more meandering alignment to reduce the proposed grade.

HONOAPI'ILANI HIGHWAY WIDENING

Of all the projects examined during the Design Workshop, widening the Honoapi'ilani Highway proved most controversial due to the competing desires to preserve sense of place in Lahaina Town and address current traffic congestion problems. The Design Workshop consensus plan therefore focuses on a two-part recommendation that allows the proposed HDOT widening project to move forward with modifications, but builds "collapsibility" into the design so that the corridor can revert back to a two-lane street once the Bypass is completed from Hono-kowai to Launiupoko.

Design Workshop participants came to consensus that the four-laning project could move forward as interim congestion relief during the Lahaina Bypass construction if key features were included and enhanced. Preserving corridor vegetation, adding median landscaping and accommodating bicycle and pedestrian travel within and across the corridor are critical. Intersection design, particularly at Shaw and Lahainaluna, shall enhance pedestrian safety by including smaller curb radii, perpendicular sidewalk ramps, highly-visible crosswalks, pedestrian refuge islands, and directional signage.

Long-term, additional greening of the corridor is desired when it reverts back to a two-lane street, and transit use, bicycling and walking should be encouraged as alternatives to increasing vehicular volumes. As a two-lane street, the Honoapi'ilani Highway will serve more of a local circulation function as regional traffic diverts onto the Bypass, and corresponding adjustments to signal timing and spacing will need to be made to favor local movements.

LAHAINA BYPASS PHASES 1A AND 1B

This limited access highway shall ultimately be a four-lane facility, but will be initially constructed as a two-lane with truck climbing lanes where necessary. Most workshop participants agreed that building the proposed Lahaina Bypass as quickly as possible was a priority for West Maui. The consensus plan therefore carefully considered all recommendations and their potential impact on this project and its timing. Proposed changes shall not be extensive enough to trigger a supplemental EIS, and shall include modifying the cross-section to include a landscaped median as part of the initial two-lane roadway design and accommodating traditional Hawaiian mauka-makai access rights in the Kaua'ula Valley.

This Hawai'i DOT project will require close coordination with the Keawe Street Extension as well as the Lahaina Watershed Flood Control Project. Workshop participants recognized the opportunity for the Bypass to intercept sheet flow water draining mauka-makai, thereby potentially reducing the size and scope of the proposed NRCS flood control drainageway.

FUTURE CONNECTOR STREETS

An important component of the overall plan will be to enhance access and circulation for local travel and emergency needs. However, limited access control along the Bypass is desired to maintain traffic movement. Additional connections to the Bypass beyond those contained in EIS are not recommended, with the exception of one potential connector street to be located by Maui County in between Dickenson and Shaw Street. In addition, Dickenson Street is proposed to extend and connect with Lahainaluna Road for additional local circulation options.

MILL STREET EXTENSION

This proposed street generally follows a former cane haul road that runs immediately mauka of the Honoapi'ilani Highway, from Keawe Street to Aholo Road, and potentially further south. At Lahainaluna Road, the alignment is desired to shift mauka to improve intersection spacing and redevelopment of the Pioneer Mill site. At Shaw Street, there is concern with additional traffic being routed through recreational areas that attract pedestrians, especially youth. For this reason, a route around the park should be explored. Where there is room within the right-of-way, or on adjacent properties, a pedestrian path is desired to be built parallel to this narrow, local two-lane street. Mill Street is planned to be initially built and used as a detour route during the Honoapi'ilani Highway widening construction.

LAHAINA WATERSHED FLOOD CONTROL PROJECT

Enhanced flood control is needed for Lahaina Town. However, rather than the large, fenced-off geometric grass channel proposed by the Natural Resources Conservation Service, there is desire to have a more natural "greenway" corridor that becomes a neighborhood amenity and incorporates an extension of the planned Pali to Puamana Bike Path in its design. Other findings of the workshop's public process include the need to redesign or relocate the Kaua'ula Stream outlet and debris basin to enable native species such as o'opu and hihiwai to travel upstream, consideration to eliminate a proposed 3,600' channel extension south of Kaua'ula Stream, and incorporation of part of the area's storm water management needs into the design of the Bypass.

PUAMANA CONNECTOR

The Final EIS for the Lahaina Bypass identified a total of six connecting streets to be planned to provide access for communities along the Honoapi'ilani Highway, from Honokowai to Launiupoko. The southernmost is a conceptual connector to be built in the Puamana area. In the short term, the State will be utilizing Hokiokio Place as a connector for Phase 1B-1. Design workshop participants incorporated this option into the design. The question of whether Hokiokio Place will be the long-term entrance into south Lahaina will be examined as part of the Hawai'i DOT preparation of an EA to consider the Bypass realignment south of Launiupoko to Olowalu.

